



Amendments to the Claims

The following lists all pending claims as amended.

1. (Currently Amended) A sheet metal AlMgSi type aluminium alloy automobile body part, wherein a substantial part of the Mg and Si in the sheet metal alloy, which are required to achieve artificial ageing in solid solution, are present as separate Mg₂Si and/or Si particles in order to avoid artificial ageing.
2. (Previously Presented) A sheet metal AlMgSi type aluminium alloy automobile body part according to claim 1, wherein the aluminium alloy consists essentially of:
 - 0.6 to 1.2 weight percent silicon;
 - 0.3 to 0.8 weight percent magnesium;
 - max. 0.8 weight percent copper;
 - max. 0.4 weight percent iron;
 - max. 0.3 weight percent manganese;
 - max. 0.2 weight percent vanadium;
 - with production-related contaminants and aluminium as the remainder.
3. (Currently Amended) A sheet metal AlMgSi type aluminium alloy automobile body part according to claim 1, wherein the aluminium alloy consists essentially of:
 - 0.25 to 0.60 weight percent silicon;
 - 0.25 to 0.60 weight percent magnesium;
 - ~~0.25~~ 0.05 to 0.30 weight percent copper;
 - max. 0.40 weight percent iron;
 - max. 0.30 weight percent manganese;
 - max. 0.20 weight percent vanadium;
 - with production -related contaminants, individually a maximum of 0.05 weight percent, total maximum of 0.15 weight percent, and aluminium as the remainder.

4. (Previously Presented) A sheet metal AlMgSi type aluminium alloy automobile body part according to claim 3, wherein the aluminium alloy contains 0.30 to 0.50 weight percent silicon.
5. (Previously Presented) A sheet metal AlMgSi type aluminium alloy automobile body part according to claim [3 or] 4, wherein the aluminium alloy contains 0.30 to 0.50 weight percent magnesium.
6. (Previously Presented) A sheet metal AlMgSi type aluminium alloy automobile body part according to claim 3, wherein the aluminium alloy contains a maximum of 0.20 weight percent copper.
7. (Previously Presented) A sheet metal AlMgSi type aluminium alloy automobile body part according to claim 6, wherein the aluminium alloy contains 0.05 to 0.20 weight percent iron.
8. (Previously Presented) A sheet metal AlMgSi type aluminium alloy automobile body part according to claim 7, wherein the aluminium alloy contains a maximum of 0.15 weight percent vanadium.
9. (Previously Presented) A sheet metal AlMgSi type aluminium alloy automobile body part according to claim 8, wherein the aluminium alloy contains 0.10 weight percent manganese.
10. (Previously Presented) A sheet metal AlMgSi type aluminium alloy automobile body part according to claim 9, wherein the automobile body part is an inner panel of a body part, a hood, a trim part, a structural component or a reinforcing element in the front part of an automobile body.

11. (Previously Presented) A sheet metal AlMgSi type aluminium alloy automobile body part according to claim 9, wherein the automobile panel is as a deep-drawn body part with good bending behavior.
12. (Previously Presented) An automobile body or component thereof comprising first and second AlMgSi type aluminum alloy sheet metal components, wherein after artificial ageing of the body or component thereof the second component has lower mechanical strength than the first component, wherein at least in the sheet metal of the second aluminium alloy, before artificial ageing of the body or body part, a substantial part of the elements Mg and Si, which are required to achieve artificial ageing in solid solution, is present in the form of separate Mg₂Si and/or Si particles in order to avoid artificial ageing.
13. (Previously Presented) An automobile body or component thereof according to claim 12, wherein at least the first aluminium alloy component consists essentially of:
 - 0.6 to 1.2 weight percent silicon;
 - 0.3 to 0.8 weight percent magnesium;
 - max. 0.8 weight percent copper;
 - max. 0.4 weight percent iron;
 - max. 0.3 weight percent manganese;
 - max. 0.2 weight percent vanadium; and
 - production-related contaminants with aluminium as the remainder.
14. (Previously Presented) An automobile body or component thereof according to claim 13, wherein the second aluminium alloy component consists essentially of:
 - 0.25 to 0.60 weight percent silicon;
 - 0.25 to 0.60 weight percent magnesium;
 - 0.05 to 0.30 weight percent copper;
 - max. 0.40 weight percent iron;

max. 0.30 weight percent manganese;
max. 0.20 weight percent vanadium; and
production-related contaminants, individually a maximum of 0.05 weight percent,
total maximum of 0.15 weight percent, with aluminium as the remainder.

15. (Previously Presented) An automobile body or component thereof according to claim 14, wherein the second aluminium alloy component contains 0.30 to 0.50 weight percent silicon.
16. (Previously Presented) An automobile body or component thereof according to claim 15, wherein the second aluminium alloy component contains 0.30 to 0.50 weight percent magnesium.
17. (Previously Presented) An automobile body or component thereof according to any of claims 14 to 16, wherein the second aluminium alloy component contains a maximum of 0.20 weight percent copper.
18. (Previously Presented) An automobile body or component thereof according to claim 17, wherein the second aluminium alloy component contains 0.05 to 0.20 weight percent iron.
19. (Previously Presented) An automobile body or component thereof according to claim 18, wherein the second aluminium alloy component contains a maximum of 0.15 weight percent vanadium.
20. (Previously Presented) An automobile body or component thereof according to claim 19, wherein the second aluminium alloy component contains a maximum of 0.10 weight percent manganese.

21. (Currently Amended) An automobile body or component thereof according to claim 20, wherein the second aluminum alloy component ~~are~~ is an inner panels panel of an automobile body part, a hood, a trim part, a structural component or a reinforcing element for the front part of a car body.
22. (Currently Amended) An automobile body or component thereof according to claim 20, wherein the second aluminum alloy component is ~~components are~~ deep-drawn with good bending behavior.